

Message Text

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FM SECSTATE WASHDC

TO AMEMBASSY ANKARA PRIORITY

AMEMBASSY NICOSIA PRIORITY

USMISSION USUN NEW YORK PRIORITY

C O N F I D E N T I A L STATE 030749

LIMDIS

FOL REPEAT MONTREAL 0246 SENT ACTION SECSTATE

FEB 7

QTE

C O N F I D E N T I A L MONTREAL 0246

LIMDIS

FROM USREP ICAO

E. O. 11652: GDS

TAGS: PORG, EAIR, ICAO

SUBJ: ICAO INVOLVEMENT IN CYPRUS PROBLEM

REF: A) MONTREAL 0049, B) MONTREAL 0203

1. FOLLOWING INFORMATION AND THE SOURCE IS TO BE PROTECTED AT
PERSONAL REQUEST PRES/COUNCIL WHO DOES NOT WISH TO HAVE POTENTIAL
ICAO ASSISTANCE JEOPARDIZED BY PRESSURES FROM STATES INVOLVED.

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2. WHEN USREP CALLED ON PRES/COUNCIL TO PRESENT NOTE ON NEW

SECURITY MEASURES FEB 7, PRES/COUNCIL GAVE USREP FOLLOWING REPORT ON ICAO/UN INVOLVEMENT IN NICOSIA AIRPORT PROBLEM. HE SAID HE HAD NOT HEARD FURTHER ABOUT POSSIBILITY FOR ICAO SUPERVISION OF REOPENING OF NICOSIA AIRPORT. HOWEVER, IN LAST 48 HOURS SITUATION HAS DETERIORATED CONSIDERABLY. TURKISH CYPRIOTS HAVE OPENED AN AIRPORT 20 MILES NE OF NICOSIA UNDER A "TURKISH CYPRIOT AVIATION AUTHORITY". TWENTY MILES SW OF NICOSIA GREEK CYPRIOTS HAVE OPENED AIRPORT UNDER "CYRPUS AVIATION AUTHORITY" BOTH ARE OPEN TO CIVIL AIR TRANSPORT AND NOTAMS HAVE BEEN ISSUED BY THE RESPECTIVE AUTHORITIES. IATA IS UNDERSTANDABLY DEEPLY CONCERNED, NOT ONLY WITH REGARD TO FLIGHTS THAT MIGHT BE CONSIDERING UTILIZING ONE OR BOTH OF THESE AIRPORTS, BUT ARE CONCERNED ABOUT THE SAFETY OF AIR TRANSPORT, SCHEDULED AND UNSCHEDULED THROUGHOUT AREA.

3. THE TURKISH AIRPORT NOTAM IS WORDED IN SUCH A WAY AS TO INDICATE THAT THEY ARE UNDERTAKING AN FIR FACILITY BUT THIS IS NOT CLEAR. INCIDENTALLY, PRES/COUNCIL MENTIONED THAT TURKISH INTERVENTIONS REGARDING NICOSIA ADVISORIES (SEE MONTREAL REFTEL 0049 PARA 1.3) CEASED AFTER HE SENT CABLE URGING DISCONTINUANCE IN INTERESTS OF AVIATION SAFETY. HE UNDERSTANDS FROM IATA THAT BEA CONTEMPLATED SERVICE THROUGH THE GREEK AIRPORT BUT HAS WITHIN LAST 24 HOURS ABANDONED THE IDEA.

4. USREP DID NOT COMMENT BUT DID ASK PRES/COUNCIL TO CONFIRM RUMOR REFTEL (B) THAT HE PLANNED TURKEY VISIT REGARDING CYPRUS. HE SAID HE WILL GO TO TURKEY AFTER RPT AFTER AFCAC MEETING EAFRICA (WHICH WOULD BE FIRST WEEK MAY). THE REASON HE DOES NOT WANT THIS INFORMATION DISCUSSSED OUTSIDE ICAO IS BECAUSE (A) HE WANT THIS TO BE A GENUINE NEUTRAL ICAO INITIATIVE IF IT IS TO BE SUCCESSFUL AND (B) BECAUSE IF IT BECOMES GENERAL KNOWLEDGE AMONG ALL GOVERNMENTS, HE WILL UNDOUBTEDLY BECOME SUBJECT TO PRESSURES FROM ONE SIDE AND THE OTHER AND POSSIBLY FROM WELL-MEANING INTERMEDIARIES.

5. HIS DEEP CONCERN IS BASED ON THE CONTACTS HE IS RECEIVING FROM AND THROUGH IATA WHICH INDICATE THAT AIR TRANSPORT IN THE AREA IS VERY MUCH ENDANGERED BY THE EXISTANCE OF TWO AIRPORTS AND TWO AUTHORITIES OPERATING ON THE SAME APPROACH FREQUENCIES, ISSUING DUPLICATIVE, CONFUSING NOTAMS AND POSSIBLY CONFUSING

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IF NOT CONTRADICTORY INSTRUCTIONS TO PILOTS.
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